

FORM PTO-1390 (Modified)  
(REV 11-98)

U.S. DEPARTMENT OF COMMERCE PATENT AND TRADEMARK OFFICE

ATTORNEY'S DOCKET NUMBER

TRANSMITTAL LETTER TO THE UNITED STATES  
DESIGNATED/ELECTED OFFICE (DO/EO/US)  
CONCERNING A FILING UNDER 35 U.S.C. 371

R.35646

U.S. APPLICATION NO. (IF KNOWN, SEE 37 CFR 1.5)

09/743960

INTERNATIONAL APPLICATION NO.  
PCT/DE 00/01586INTERNATIONAL FILING DATE  
17 MAY 2000PRIORITY DATE CLAIMED  
21 MAY 1999

TITLE OF INVENTION

ELECTRIC MOTOR, IN PARTICULAR AN ELECTRIC MOTOR-AND-GEAR  
ASSEMBLY FOR AUTOMOTIVE POWER ACCESSORIES

APPLICANT(S) FOR DO/EO/US

LAUK, Detlef FISCHER, Ernst KARCHER, Hansjoerg HERP, Juergen  
MAURER, Erik WEIGERT, Andreas BOCK, Bernd HURST, Richard

Applicant herewith submits to the United States Designated/Elected Office (DO/EO/US) the following items and other information:

1. ☒ This is a **FIRST** submission of items concerning a filing under 35 U.S.C. 371.
2. ☐ This is a **SECOND** or **SUBSEQUENT** submission of items concerning a filing under 35 U.S.C. 371.
3. ☒ This is an express request to begin national examination procedures (35 U.S.C. 371(f)) at any time rather than delay examination until the expiration of the applicable time limit set in 35 U.S.C. 371(b) and PCT Articles 22 and 39(1).
4. ☐ A proper Demand for International Preliminary Examination was made by the 19th month from the earliest claimed priority date.
5. ☒ A copy of the International Application as filed (35 U.S.C. 371 (c) (2))
  - a. ☒ is transmitted herewith (required only if not transmitted by the International Bureau).
  - b. ☐ has been transmitted by the International Bureau.
  - c. ☐ is not required, as the application was filed in the United States Receiving Office (RO/US).
- ☒ A translation of the International Application into English (35 U.S.C. 371(c)(2)).
- ☒ A copy of the International Search Report (PCT/ISA/210).
- ☐ Amendments to the claims of the International Application under PCT Article 19 (35 U.S.C. 371 (c)(3))
  - a. ☐ are transmitted herewith (required only if not transmitted by the International Bureau).
  - b. ☐ have been transmitted by the International Bureau.
  - c. ☐ have not been made; however, the time limit for making such amendments has NOT expired.
  - d. ☐ have not been made and will not be made.
- ☐ A translation of the amendments to the claims under PCT Article 19 (35 U.S.C. 371(c)(3)).
- ☐ An oath or declaration of the inventor(s) (35 U.S.C. 371 (c)(4)).
- ☐ A copy of the International Preliminary Examination Report (PCT/IPEA/409).
- ☐ A translation of the annexes to the International Preliminary Examination Report under PCT Article 36 (35 U.S.C. 371 (c)(5)).

## Items 13 to 20 below concern document(s) or information included:

13. ☐ An Information Disclosure Statement under 37 CFR 1.97 and 1.98.
14. ☐ An assignment document for recording. A separate cover sheet in compliance with 37 CFR 3.28 and 3.31 is included.
15. ☒ A **FIRST** preliminary amendment.
16. ☐ A **SECOND** or **SUBSEQUENT** preliminary amendment.
17. ☐ A substitute specification.
18. ☐ A change of power of attorney and/or address letter.
19. ☐ Certificate of Mailing by Express Mail
20. ☒ Other items or information:

Transmittal Sheets in duplicate w/fees charged to Dep.Acct. 07-2100

Copy of German Text Application w/3 sheets drawings

Translation of German Text Application w/3 sheets drawings

Executed Declaration (not enclosed)

Assignment to Robert Bosch GmbH (not enclosed)

Preliminary Amendment

Copy of PCT/RO/101, PCT/ISA/210, 220

097745760

PCT/DE 00/01586

R.35646

21. The following fees are submitted:

**BASIC NATIONAL FEE ( 37 CFR 1.492 (a) (1) - (5) ) :**

- ☐ Neither international preliminary examination fee (37 CFR 1.482) nor international search fee (37 CFR 1.445(a)(2)) paid to USPTO and International Search Report not prepared by the EPO or JPO ..... \$1,000.00
- ☒ International preliminary examination fee (37 CFR 1.482) not paid to USPTO but International Search Report prepared by the EPO or JPO ..... \$860.00
- ☐ International preliminary examination fee (37 CFR 1.482) not paid to USPTO but international search fee (37 CFR 1.445(a)(2)) paid to USPTO ..... \$710.00
- ☐ International preliminary examination fee paid to USPTO (37 CFR 1.482) but all claims did not satisfy provisions of PCT Article 33(1)-(4) ..... \$690.00
- ☐ International preliminary examination fee paid to USPTO (37 CFR 1.482) and all claims satisfied provisions of PCT Article 33(1)-(4) ..... \$100.00

**ENTER APPROPRIATE BASIC FEE AMOUNT =****CALCULATIONS PTO USE ONLY**

\$860.00

Surcharge of \$130.00 for furnishing the oath or declaration later than ☒ 20 ☐ 30 months from the earliest claimed priority date (37 CFR 1.492 (e)).

\$130.00

CLAIMS	NUMBER FILED	NUMBER EXTRA	RATE		
Total claims	- 20 =	0	x \$18.00	\$0.00	
Independent claims	- 3 =	0	x \$80.00	\$0.00	
Multiple Dependent Claims (check if applicable).				<input type="checkbox"/>	\$0.00

**TOTAL OF ABOVE CALCULATIONS = \$990.00**

Reduction of 1/2 for filing by small entity, if applicable. Verified Small Entity Statement must also be filed (Note 37 CFR 1.9, 1.27, 1.28) (check if applicable).

\$0.00

**SUBTOTAL = \$990.00**

Processing fee of \$130.00 for furnishing the English translation later than ☐ 20 ☐ 30 months from the earliest claimed priority date (37 CFR 1.492 (f)).

\$0.00

**TOTAL NATIONAL FEE = \$990.00**

Fee for recording the enclosed assignment (37 CFR 1.21(h)). The assignment must be accompanied by an appropriate cover sheet (37 CFR 3.28, 3.31) (check if applicable).

\$0.00

**TOTAL FEES ENCLOSED = \$990.00**

Amount to be:

refunded

\$

charged

\$

A check in the amount of \_\_\_\_\_ to cover the above fees is enclosed.

☒ Please charge my Deposit Account No. **07-2100** in the amount of **\$990.00** to cover the above fees.  
A duplicate copy of this sheet is enclosed.

☒ The Commissioner is hereby authorized to charge any fees which may be required, or credit any overpayment to Deposit Account No. **07-2100** A duplicate copy of this sheet is enclosed.

**NOTE:** Where an appropriate time limit under 37 CFR 1.494 or 1.495 has not been met, a petition to revive (37 CFR 1.137(a) or (b)) must be filed and granted to restore the application to pending status.

SEND ALL CORRESPONDENCE TO:

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SIGNATURE

Ronald E. Greigg

NAME

31,517

REGISTRATION NUMBER

18 January 2001

DATE

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re application of

Detlef Lauk et al

Based on PCT/DE 01586

For: Electric Motor, in Particular an Electric Motor-and-Gear Assembly for Automatic  
Power Accessories

PRELIMINARY AMENDMENT

Assistant Commissioner for Patents  
Washington, D.C. 20231

Sir:

Prior to examination, please amend the above-identified application as  
follows:

IN THE SPECIFICATION

Page 1, between the title and first line of the specification, insert the following:

--Cross-Reference to Related Applications

This application is a 35 USC 371 application of PCT/DE 00/01586 filed on  
May 17, 2000.--.

line 3, delete "Prior Art" and insert --Background of the Invention--;

after line 3, insert --Field of the Invention--;

line 4, delete "is based on" and after "an" insert --improved--;

same line, delete "in" and insert --and more particularly to--;

line 5, delete "particular";

line 7, after "like" delete "of the generic type defined in the preamble to claim 1";

between lines 8 and 9, insert --Description of the Prior Art--;

line 9, delete "this kind with" and insert --the type with which this invention is concerned and employing--;

line 10, delete "(DE 198 58 233.1), the proposal has already";

line 11, delete "been made to dispose" and insert --with-- and after "brushes" insert --disposed--;

line 13, after "cover" insert --is disclosed in DE 198 58 233.1--.

Page 2, line 3, delete "Advantages" and insert --Summary--;

line 4, before "invention" insert --present--.

Page 3, delete lines 1-3;

line 4, before "Drawings" and insert --Brief Description of the--;

delete lines 5-6 and insert --Other features and advantages of the invention will become apparent from the detailed description contained herein below, taken in conjunction with the drawings, in which--;

line 9, delete "depiction" and insert --view--;

line 11, delete "shows a depiction" and insert --is a view--;

line 16, delete "shows a depiction" and insert --is a view--;

same line, delete "according to" and insert --of--.

Page 4, line 1, delete "Exemplary" and insert --Preferred--.

line 9, after "seal" insert --(not shown)--.

Page 5, line 12, after "17" insert --of--.

Page 6, line 3, delete "tabs" and insert --sleeves--;

line 9, delete "a";

line 10, delete "an";

line 16, delete "is in turn" and insert --and--;

line 17, delete "a" and "depiction".

Page 7, line 19, delete "electrical connection of the";

line 20, before "to" insert --are electrically connected--;

after line 24, insert the following paragraph:

--The foregoing relates to preferred exemplary embodiments of the invention, it being understood that other variants and embodiments thereof are possible within the spirit and scope of the invention, the latter being defined by the appended claims.--.

#### IN THE CLAIMS

Page 1, line 1, delete "Claims" and insert --We Claim--.

Please cancel claims 1-6 and add new claims 7-14.

7. An electric motor-and-gear assembly for driving automotive power accessories such as front and rear wipers, power window units, or the like, said assembly having a transmission casing (10) closed by means of a casing cover (12), and having a socket (13) that is disposed in the casing cover (12) and adapted to be contacted by means of a connector plug in order to connect the electric motor to the electrical system of the vehicle, and an interchangeable adapter (15; 15'; 15") attached to said socket (13), said adapter having a first group (16) of electrical contacts adapted to the socket (13) and a second group (17) of electrical contacts adapted to

the connector plug, said contacts of the two contact groups (16, 17) being connected to one another in an electrically conductive manner inside the adapter (15; 15'; 15'').

8. The motor-and-gear assembly according to claim 7, wherein the socket (13) has plug sleeves (14) and the contacts of the two contact groups (16, 17) of the adapter (15; 15'; 15'') are comprised of plug tabs (18, 19) of which the one group of plug tabs (18) are embodied so that they can be slid in a positively engaging fashion into the plug sleeves (14) of the socket (13) and the other plug tabs (19) are embodied so that they can be slid in a positively engaging fashion into plug sleeves of a connector plug.

9. The motor-and-gear assembly according to claim 8, wherein the plug sleeves (14) of the socket (13) are incorporated directly into the casing cover (12), preferably are cast into it.

10. The motor-and-gear assembly according to claim 8, wherein the adapter (15; 15') has an adapter body (20; 20') a first end (201) with a recess (22) formed therein in which the plug tabs (19) of one contact group (17) are disposed and can be accessed and that the plug tabs (18) of the other contact group (16) protrude from an underside surface of the adapter body (20; 20') close to a second end (202) of the adapter body (20; 20').

11. The motor-and-gear assembly according to claim 10, wherein the electrical connection between the plug tabs (18, 19) is produced by means of strips or struts

(21) disposed in the adapter body (20; 20') whose ends have the plug tabs (18, 19) formed onto them and of one piece with them.

12. The motor-and-gear assembly according to claim 8, wherein the adapter (15") is embodied as a flat plastic plate (23) and the plug tabs (18) of the one contact group (16) protrude from one side of the plastic plate (23) and the plug tabs (19) of the other contact group (17) protrude from the other side of the plastic plate (23).

13. The motor-and-gear assembly according to claim 9, wherein the adapter (15; 15') has an adapter body (20; 20') a first end (201) with a recess (22) formed therein in which the plug tabs (19) of one contact group (17) are disposed and can be accessed and that the plug tabs (18) of the other contact group (16) protrude from an underside surface of the adapter body (20; 20') close to a second end (202) of the adapter body (20; 20').

14. The motor-and-gear assembly according to claim 9, wherein the adapter (15") is embodied as a flat plastic plate (23) and the plug tabs (18) of the one contact group (16) protrude from one side of the plastic plate (23) and the plug tabs (19) of the other contact group (17) protrude from the other side of the plastic plate (23).

IN THE ABSTRACT

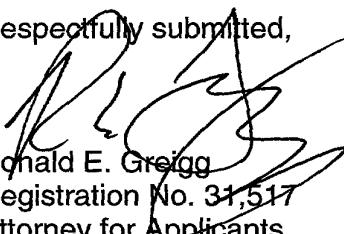
Please substitute the attached Abstract of the Disclosure for the original abstract as filed.

REMARKS

The above amendments are being made to place the application in better condition for examination.

Entry of the amendment is respectfully solicited.

Respectfully submitted,



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FOI 50-09664260



## Abstract of the Disclosure

In an electric motor-and-gear assembly for driving automotive power accessories such as front and rear wipers, power window units, or the like, having transmission casing, that can be closed by means of a casing cover, and having a socket that is disposed in the casing cover and can be contacted by means of a connector plug in order to connect the electric motor to the electrical system of the vehicle, for the sake of a uniform, single design of the socket when there are structurally varied designs of connector plugs, the socket is attached to an interchangeable adapter which has a first group of electrical contacts adapted to the socket and a second group of electrical contacts adapted to the connector plug. The contacts of the two contact groups, which are comprised of plug tabs, are connected to one another in an electrically conductive manner inside or along a surface of the adapter.

Electric Motor, in Particular an Electric Motor-and-Gear  
Assembly for Automotive Power Accessories

Prior Art

The invention is based on an electric motor, in  
5 particular an electric motor-and-gear assembly for driving  
automotive power accessories such as front and rear wipers,  
power window units, or the like, of the generic type defined  
in the preamble to claim 1.

In an electric motor-and-gear assembly of this kind with  
10 a commutator motor (DE 198 58 233.1), the proposal has already  
been made to dispose the commutator and commutator brushes in  
the transmission casing and thereby to embody the socket on  
the transmission casing cover. The socket is constituted by  
pins which are disposed in a pocket protruding tangentially  
15 from the assembly cover. The connector plug to the electrical  
system of the vehicle is slid into the pocket, wherein its  
plug contacts, embodied as plug sleeves or bushings, are slid  
in a properly functioning manner onto the pins of the socket.

Since the different vehicle manufacturers predetermine  
20 different designs and plug positions of the connector plug to  
the electrical system of the vehicle, the supplier of the  
motor-and-gear assembly is required to design, manufacture,  
and store transmission casing covers that are adapted  
specifically to these connector plugs so that the motor-and-

gear assembly can be connected to a particular transmission casing cover for each vehicle manufacturer.

#### Advantages of the Invention

5 The electric motor according to the invention, in particular an electric motor-and-gear assembly for driving automotive power accessories, has the advantage of a simplified and inexpensive manufacture since as a result of the adapter which is adapted to the connector plug to the electrical system of the vehicle, which is also referred to as the client plug, the casing cover with the socket can be 10 uniformly embodied for all clients and only the small adapter part must be specifically manufactured for each client. This reduces the tool costs for the injection molding of the casing cover and permits the number of casing covers that can be manufactured with one tool to be considerably increased so 15 that manufacturing costs decrease as production numbers increase. Moreover, the design cost is also reduced since designing the new adapter according to client specifications is less demanding than adapting the entire casing cover to client specifications. The functions of the connector plug in 20 the casing cover, such as the parked position, interference suppression, contact position, and testing position when using the motor-and-gear assembly for driving windshield wipers can therefore have a uniform, single design.

Advantageous improvements and updates of the electric motor disclosed in claim 1 are possible through the measures taken in the remaining claims.

#### Drawings

5           The invention will be explained in detail below in conjunction with exemplary embodiments shown in the drawings.

Fig. 1 shows a detailed top view of an electric motor-and-gear assembly with a uniform socket,

10           Fig. 2 is a perspective depiction of an adapter for plugging into the uniform socket in Fig. 1,

Fig. 3 shows a depiction similar to Fig. 2 of an adapter according to another exemplary embodiment,

15           Fig. 4 is a top view of the transmission casing of the motor-and-gear assembly in Fig. 1, with an adapter plugged into the uniform socket according to Fig. 3,

Fig. 5 shows a depiction similar to Fig. 2, according to a third exemplary embodiment.

## Description of the Exemplary Embodiments

5 The electric motor-and-gear assembly, a detailed top view of which is shown in Fig. 1 as an example for a common electric motor, is used for example to drive a windshield wiper of a motor vehicle. It has a transmission casing 10 and a motor casing 11 attached to it. The transmission casing 10, which contains a transmission that is not shown here, has a mounting opening that is closed by a casing cover 12, wherein a seal is inserted between the casing cover 12 and the transmission casing 10 to produce a dust and moisture seal. The motor casing 11 contains the electric motor, which is embodied for example as a commutator motor, whose rotor shaft supporting the commutator protrudes into the transmission casing. Correspondingly, the commutator brushes cooperating with the commutator are disposed in the transmission casing 10 and a socket 13 for supplying power to the commutator motor and controlling it is disposed in the casing cover 12. The motor-and-gear assembly is connected to the electrical system of the vehicle by means of a connector plug (not shown here), which contacts the socket 13. The socket 13 has a single design and is provided with uniform electrical functions such as a parked position, interference suppression, uniform contact position, and testing position. In the exemplary embodiment, the socket 13 has a total of five connection contacts which are embodied as a plug bushings or a plug sleeves 14 and are incorporated directly into the casing cover 12, preferably during the injection molding of the casing

cover 12 and are molded in place with plastic. The plug sleeves 14 are contacted by a pressed screen, individual strip conductors, or a printed circuit board on the inside of the casing cover 12.

5 In order to make the motor-and-gear assembly compatible with variously designed connector plugs from different vehicle manufacturers, and to avoid an adaptation of the socket 13 to the different connector plugs and thereby to prevent constant structural alterations to the casing cover 12, an adapter 15 is kept on hand, which is shown in a perspective depiction in Fig. 2, which has a first group 16 of electrical contacts adapted to the socket 13 and a second group 17 electrical contacts adapted to the connector plugs predetermined by the vehicle manufacturer. Inside the adapter 15, the contacts of the two contact groups 16, 17 are connected to each other in an electrically conductive manner. The adapter 15 has an adapter body 20, whose cross section corresponds to a flattened oval whose longitudinal sides are parallel to each other. A cavity-shaped recess 22 is let into the one end 201 of the adapter body 20. The contacts of the two contact groups 16, 17 are respectively embodied as flat plug tabs 18, 19, wherein in the vicinity of the end 202 remote from the recess 22, the plug tabs 18 of the first contact group 16 protrude from the bottom longitudinal side of the adapter body 20 and inside the recess 22 of the adapter body 15, the plug tabs 19 of the second contact group 17 protrude axially from the bottom of the recess 22 and can be freely accessed inside the

recess 22. The plug tabs 18, 19 are dimensioned and disposed so that the plug tabs 18 can be slid in a positively engaging manner into the plug tabs 14 of the socket 13 and the plug tabs 19 can be slid in a positively engaging manner into corresponding plug bushings of the client-specific connector plug. As indicated with dashed lines in Fig. 2, the plug tabs 18 are electrically connected to the plug tabs 19 by means of strips or struts 21 whose ends are formed onto the plug tabs 18 and 19 and are of one piece with them. The struts 21 are a fixed in the adapter body 20 in an axially parallel alignment, with a definite distance from one another.

Fig. 3 shows another exemplary embodiment of an adapter 15' which fulfills the client requirement for a particular spatial alignment of the client-specific connector plug in relation to the motor-and-gear assembly. The adapter 15', which is designed with an angled adapter body 20', is in turn shown in a perspective depiction, which also shows the open end 201 with the plug tabs 19 disposed in the recess 22 and the plug tabs 18 protruding downward at right angles from the other end 202 of the adapter body 20'.

Fig. 4 shows the transmission casing 10 of the motor-and-gear assembly according to Fig. 1, wherein the adapter 15' according to Fig. 4 is plugged into the uniform socket 13 in the transmission casing cover 12, so that the plug tabs 18 protruding from the bottom of the adapter body 20' are slid into the plug sleeves 14 of the uniform socket 13. The plug

tabs 19 accessible at the one end 201 of the adapter body 20' meanwhile have not yet been connected to the client-specific connector plug which must now be slid into the recess 22 provided on the end 201.

5 In an alternative embodiment shown in Fig. 5, the adapter 15" is embodied as a flat plastic plate 23 and the contacts of the two contact groups 16, 17 are comprised of plug tabs 18, 19 affixed in the plastic plate 23, wherein the plug tabs 18 of the first contact group 16 protrude at right angles from one side of the plastic plate 23, in this instance the bottom, and the plug tabs 19 of the second contact group 17 protrude at right angles from the other side of the plastic plate 23, in this instance the top. The plug tabs 18, 19 pass through to the other side of the plastic plate 23 and are dimensioned and disposed so that the plug tabs 18 can be slid in a positively engaging manner into the plug sleeves 14 of the socket 13 and the plug tabs 19 can be slid in a positively engaging manner into corresponding plug bushings of the client-specific connector plug. The electrical connection of the plug tabs 18 to the plug tabs 19 on the underside of the plastic plate 23 from which the plug tabs 18 protrude. The electrical connections are embodied as strip conductors, which contact the ends of the plug tabs 18 and the ends of the plug tabs 19 which pass through to the underside of the plastic plate 23.



## Claims

1. An electric motor, in particular an electric motor-and-gear assembly for driving automotive power accessories such as front and rear wipers, power window units, or the like, having a casing, in particular a transmission casing (10), that can be closed by means of a casing cover (12), and having a socket (13) that is disposed in the casing cover (12) and can be contacted by means of a connector plug in order to connect the electric motor to the electrical system of the vehicle, characterized in that the socket (13) is attached to an interchangeable adapter (15; 15'; 15'') which has a first group (16) of electrical contacts adapted to the socket (13) and a second group (17) of electrical contacts adapted to the connector plug, and that the contacts of the two contact groups (16, 17) are connected to one another in an electrically conductive manner inside the adapter (15; 15'; 15'').

2. The motor according to claim 1, characterized in that the socket (13) has plug sleeves (14) and the contacts of the two contact groups (16, 17) of the adapter (15; 15'; 15'') are comprised of plug tabs (18, 19) of which the one group of plug tabs (18) are embodied so that they can be slid in a positively engaging fashion into the plug sleeves (14) of the socket (13) and the other plug tabs (19) are embodied so that they can be slid in a positively engaging fashion into plug sleeves of a connector plug.

3. The motor according to claim 2, characterized in that the plug sleeves (14) of the socket (13) are incorporated directly into the casing cover (12), preferably are cast into it.

4. The motor according to claim 2 or 3, characterized in that the adapter (15; 15') has an adapter body (20; 20') whose one end (201) has a recess (22) in which the plug tabs (19) of one contact group (17) are disposed and can be accessed and that the plug tabs (18) of the other contact group (16) protrude from the underside of the adapter body (20; 20') close to the other end (202) of the adapter body (20; 20').

5. The motor according to claim 4, characterized in that the electrical connection between the plug tabs (18, 19) is produced by means of strips or struts (21) disposed in the adapter body (20; 20') whose ends have the plug tabs (18, 19) formed onto them and of one piece with them.

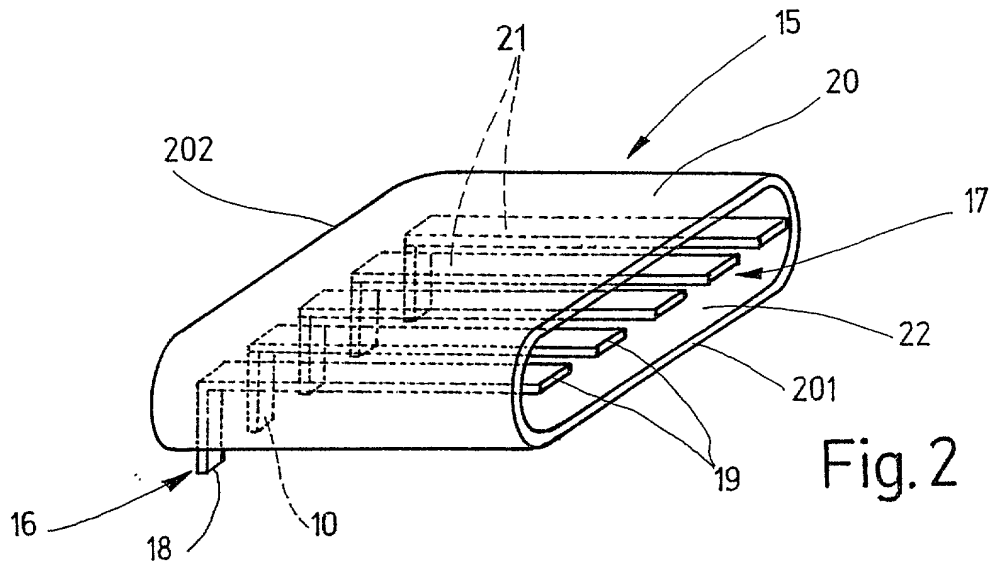
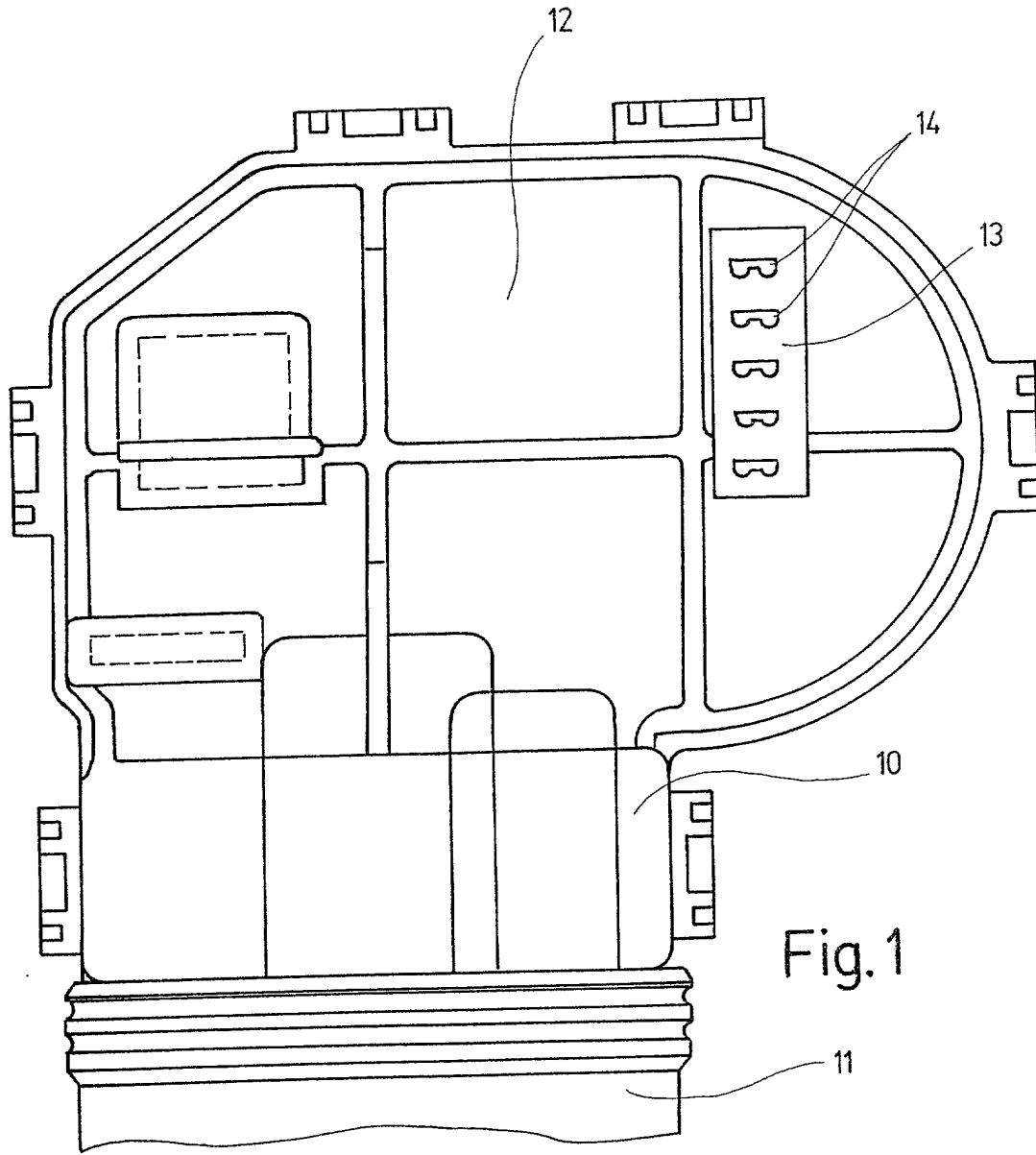
6. The motor according to claim 2 or 3, characterized in that the adapter (15") is embodied as a flat plastic plate (23) and that the plug tabs (18) of the one contact group (16) protrude from one side of the plastic plate (23) and the plug tabs (19) of the other contact group (17) protrude from the other side of the plastic plate (23).

09743560-051104

## Abstract

In an electric motor, in particular an electric motor-and-gear assembly for driving automotive power accessories such as front and rear wipers, power window units, or the like, having a casing, in particular a transmission casing (10), that can be closed by means of a casing cover (12), and having a socket that is disposed in the casing cover (12) and can be contacted by means of a connector plug in order to connect the electric motor to the electrical system of the vehicle, for the sake of a uniform, single design of the socket when there are structurally varied designs of connector plugs, the socket is attached to an interchangeable adapter (15') which has a first group (16) of electrical contacts adapted to the socket (13) and a second group (17) of electrical contacts adapted to the connector plug. The contacts of the two contact groups (16, 17), which are comprised of plug tabs (18, 19), are connected to one another in an electrically conductive manner inside the adapter (15')

(Fig. 4).



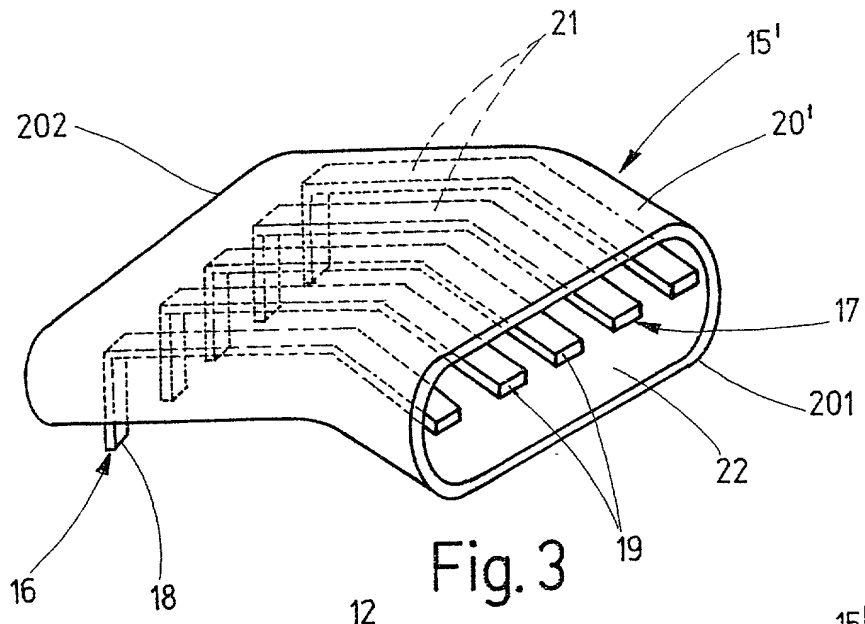


Fig. 3

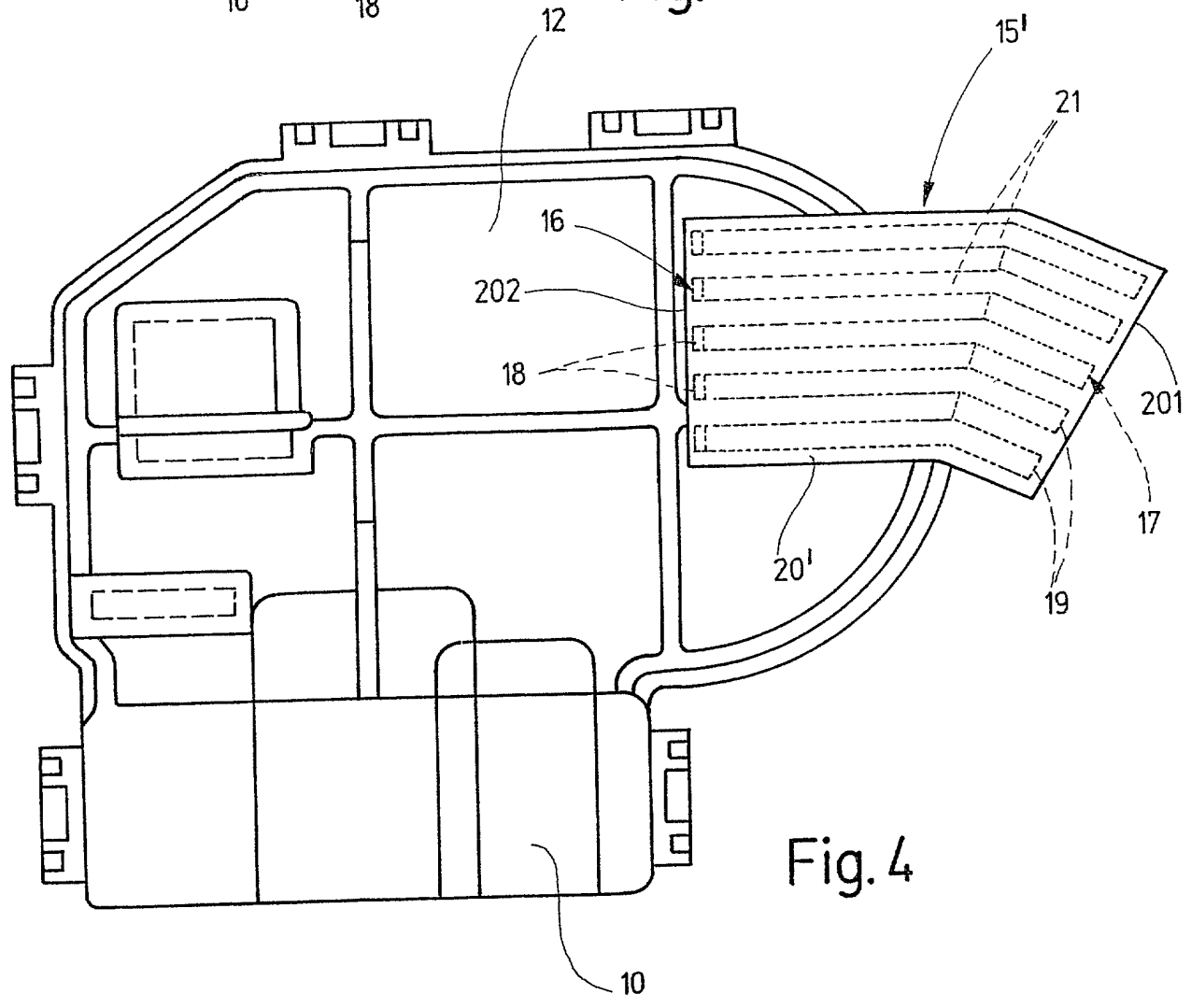


Fig. 4

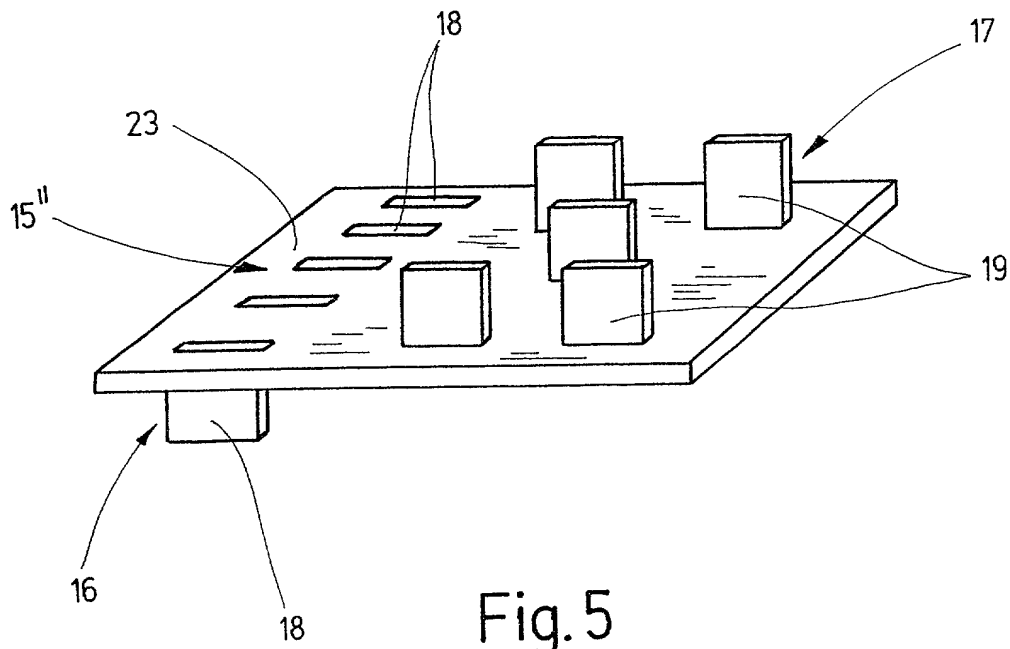


Fig. 5

Docket No.  
R.35646

# Declaration and Power of Attorney For Patent Application

## English Language Declaration

As a below named inventor, I hereby declare that:

My residence, post office address and citizenship are as stated below next to my name,

I believe I am the original, first and sole inventor (if only one name is listed below) or an original, first and joint inventor (if plural names are listed below) of the subject matter which is claimed and for which a patent is sought on the invention entitled

**Electric Motor, In Particular An Electric Motor-And-Gear Assembly For Automotive Power Accessories**

the specification of which

(check one)

☐ is attached hereto.

☒ was filed on 17 MAY 2000 as United States Application No. or PCT International Application Number PCT/DE 00/01586 and was amended on \_\_\_\_\_

(if applicable)

I hereby state that I have reviewed and understand the contents of the above identified specification, including the claims, as amended by any amendment referred to above.

I acknowledge the duty to disclose to the United States Patent and Trademark Office all information known to me to be material to patentability as defined in Title 37, Code of Federal Regulations, Section 1.56.

I hereby claim foreign priority benefits under Title 35, United States Code, Section 119(a)-(d) or Section 365(b) of any foreign application(s) for patent or inventor's certificate, or Section 365(a) of any PCT International application which designated at least one country other than the United States, listed below and have also identified below, by checking the box, any foreign application for patent or inventor's certificate or PCT International application having a filing date before that of the application on which priority is claimed.

Prior Foreign Application(s)

Priority Not Claimed

<u>1 99 23 298.9</u>	<u>GERMANY</u>	<u>21 MAY 1999</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(Number)	(Country)	(Day/Month/Year Filed)		
<u>                    </u>	<u>                    </u>	<u>                    </u>	<input type="checkbox"/>	<input type="checkbox"/>
(Number)	(Country)	(Day/Month/Year Filed)		
<u>                    </u>	<u>                    </u>	<u>                    </u>	<input type="checkbox"/>	<input type="checkbox"/>
(Number)	(Country)	(Day/Month/Year Filed)		

I hereby claim the benefit under 35 U.S.C. Section 119(e) of any United States provisional application(s) listed below:

\_\_\_\_\_  
(Application Serial No.)

\_\_\_\_\_  
(Filing Date)

\_\_\_\_\_  
(Application Serial No.)

\_\_\_\_\_  
(Filing Date)

\_\_\_\_\_  
(Application Serial No.)

\_\_\_\_\_  
(Filing Date)

I hereby claim the benefit under 35 U. S. C. Section 120 of any United States application(s), or Section 365(c) of any PCT International application designating the United States, listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States or PCT International application in the manner provided by the first paragraph of 35 U.S.C. Section 112, I acknowledge the duty to disclose to the United States Patent and Trademark Office all information known to me to be material to patentability as defined in Title 37, C. F. R., Section 1.56 which became available between the filing date of the prior application and the national or PCT International filing date of this application:

\_\_\_\_\_  
(Application Serial No.)

\_\_\_\_\_  
(Filing Date)

\_\_\_\_\_  
(Status)  
(patented, pending, abandoned)

\_\_\_\_\_  
(Application Serial No.)

\_\_\_\_\_  
(Filing Date)

\_\_\_\_\_  
(Status)  
(patented, pending, abandoned)

\_\_\_\_\_  
(Application Serial No.)

\_\_\_\_\_  
(Filing Date)

\_\_\_\_\_  
(Status)  
(patented, pending, abandoned)

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.



POWER OF ATTORNEY: As a named inventor, I hereby appoint the following attorney(s) and/or agent(s) to prosecute this application and transact all business in the Patent and Trademark Office connected therewith. (list name and registration number)

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Sixth inventor's signature *Andreas Wiegert* Date *09<sup>th</sup> April, 2001*

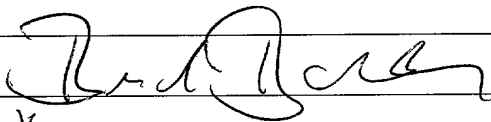
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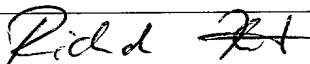
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Full name of ninth inventor, if any

Ninth inventor's signature Date

Residence

Citizenship

Post Office Address

Full name of tenth inventor, if any

Tenth inventor's signature Date

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